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U.S. Fuel Administration

Speakers' pamphlet on coal conservation

Washington

1917

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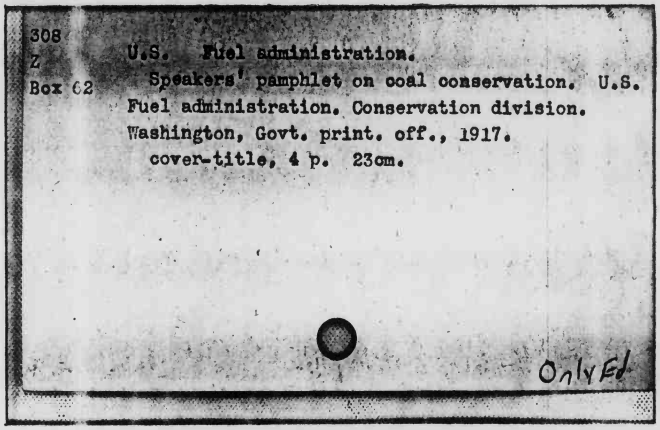

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SPEAKERS' PAMPHLET

ON

COAL CONSERVATION

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U. S. FUEL ADMINISTRATION
CONSERVATION DIVISION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1917

SPEAKERS' PAMPHLET ON COAL CONSERVATION.

THE COAL SHORTAGE IS CAUSED BY—

1. The increased demand for coal for war activities.
2. The congested condition of the railroads and the shortage of coal cars.
3. A shortage of labor in the mines.

THE AMERICAN PEOPLE ARE ASKED TO CONSERVE COAL BY—

1. Frugality in the use of electricity, gas, and coal.
2. The substitution of wood and oil for coal when possible.
3. Keeping homes and offices at the healthful temperature of 68°.
4. Careful and intelligent firing of furnaces and stoves.

THE COAL SITUATION.

The world war is a coal war. Coal energy is behind the munition industries, behind transportation by land and sea, behind the gun, and behind the man behind the gun.

As distinguished from earlier contests of man power, this is a war of mechanics, of engines, of explosive devices, of transportation, of manufactures.

Behind the industrial achievements of England, France, and Germany lie their coal resources. Being comparatively short of coal resources, Germany coveted the rich deposits of France and Belgium. Germany's coal hunger was in great part a cause of this war. Her possession of the French and Belgian coal fields enables her to prolong the war.

Behind munitions making, transportation, and all other military activities lies the fuel supply. Superiority of coal power will end the war successfully for those nations most fortunate in its production and its conservation.

THE INCREASED DEMAND.

The war has created a demand upon the United States for one hundred million extra tons of coal this year. Although fifty million tons more coal is being mined in the United States this year than ever before, yet the increased production will not supply more than half of the increased demand. The remaining fifty million tons needed to support war activities and to keep our people warm will have to be saved shovelful by shovelful through patriotic care in American factories and homes.

The Army cantonments must be heated. The munition factories must be maintained at full steam. The battleships must be coaled.

The public utilities must be adequately supplied with fuel. The homes of the people must be maintained at a healthful temperature. The proper accomplishment of these things requires more coal than can be produced. Stretching the available amount through conservation is the only solution of the problem.

THE TRANSPORTATION PROBLEM.

According to Government estimates, there are 3,553,637,100,000 tons of unmined coal in the United States. Yet this coal in the mine is merely a potential factor in the problem of providing coal to meet the tremendously increased demand caused by the war.

The transportation of coal energy from the mine to the power boiler, stove, or furnace is the task. This country is short on transportation facilities; therefore, it is short on coal.

Coal mining is to a very large extent a transportation problem. The task is not in mining coal, but in transporting it from the heart of the mine to the consumer. Modern machinery loosens up the coal in large volumes. Then comes the problem of transportation. Mine cars carry coal to the tipple, where it is dumped into the railroad cars waiting to carry it to its destination. In order to handle coal efficiently and economically, it is necessary to have a coal car under the tipple into which the coal can be dumped.

Coal cars are unfortunately limited in number, and the increase in proportion to the number needed is necessarily slow, but if the railroads had sufficient locomotives the congestion would be greatly reduced. Many old locomotives have been put back into use. While these help to draw coal, they also are voracious consumers of coal themselves.

The shortage of locomotives is again aggravated by the enormous amount of additional transportation which the war has brought on the railroads. New locomotives can be manufactured only in a limited number in an emergency, and a large per cent of the new locomotives manufactured must be sent to France for use in transporting American troops and supplies at the front.

The total number of coal cars which can be manufactured in this country in a year is only a drop in the bucket compared to the number needed.

THE LABOR PROBLEM.

Back of the transportation shortage lies the labor shortage. The stopping of immigration has depleted the labor market. War industries paying higher wages have drawn off many miners, railroad workmen, terminal workmen, and car-shop artisans. The draft has taken many others.

CONSERVATION.

The Conservation Division of the Fuel Administration has set itself the task of enlisting the cooperation of the consumer in the thrifty use of the coal shovel. The establishment of the *save-coal* habit, as against the habitual coal wastefulness of the American people, will prove a great national asset even after the close of the war.

THE HOUSEHOLDER IS ASKED TO—

1. Use wood or oil instead of coal where possible.
2. If the wasteful open fireplace must be used, burn wood in it.
3. Use fireless cookers.
4. Save electric and gas light.
5. Heat as few rooms as possible.
6. Learn how to run stoves and furnaces economically. Free pamphlet on economical house heating can be obtained from the United States Bureau of Mines.
7. Keep the thermometer at 68 degrees, no higher, for health.
8. Save a shovelful of coal a day.

Coal conservation has become a patriotic duty. The man who wastes coal wastes not only coal, but he wastes labor and transportation. He stands in a very serious position. With every shovelful of coal he wastes he lowers the efficiency of the man on the firing line, he lowers the temperature of the cantonments, he reduces the speed of the submarine destroyers, he diminished the force of the projectile, he slackens the speed of the munition plant; in brief, he compels the unfortunate use of cars to carry him another shovelful of coal.

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